

WASHINGTON MATTERS WAR INSURANCE

Special to The Sun
WASHINGTON, D. C., July 28.—Will it be pensions or insurance for the United States fighters in the great war? Will the old system of pensions be continued or will a new system be adopted to cover the war risks of the great army to be organized under the draft? The total war pension figures for 1917 showed 748,147 pensions on the official list with paid pensions of \$166,618,266 for the fiscal year. The expense of maintaining the pension bureau and making disbursements was \$1,779,880.

Although the Civil war was fought by approximately only a million and a half men on the Union side and ended more than a half century ago, yet of the list of survivors and dependents receiving pensions from the United States all but 22,514 are pensioners through loss of life and disability through soldiers during that war. The remainder are the remnants of the war of 1812, the Indian wars, a few widows and the war with Spain. Of the pensioners there are already 3,931 pensioners, either survivors or dependents, although the war was of very short duration and the army small. These figures show that the pension list under the European war would grow to appalling figures under the first call under conscription, where the first call under conscription would be summoned to active service one-third of the total call for the four years of the Civil war, and the four years of the present war, and the navy and treasury departments are investigating various pension and insurance methods to meet the situation.

Insuring Soldiers and Sailors
A comprehensive plan for insuring Uncle Sam's soldiers and sailors is under consideration by the treasury department and the new policy of insuring these men against war risks will be put before congress if it meets the approval of the president. It is framed so that along Canadian lines in providing a separation allowance indemnifying the men and their families against death and injury, the government provides for an insurance whereby men in military service could insure themselves for sums ranging from \$100 to \$10,000 at the usual peace time rates as an additional protection for their families. The entire proposition is based on the fact that the government should take a matter of justice, take a hand in adequately protecting its fighting men on land and sea and their dependent families. The idea is being worked out by leading insurance men of the country, who are in consultation with Secretary McAdoo and other treasury officials. The new system, if it is adopted would be administered by the bureau of war risk insurance of the treasury department, which is already writing risks on merchant vessels and on American ships and cargoes. Under the plan discussed a provision may be made for the payment of dependents on the part of the government, and also an allowance by the government. The plan includes the indemnification against death or disability, which would be somewhat along the lines of workmen's compensation acts. Partial disability on a percentage basis. There is a plan under consideration to establish a system under which sailors and soldiers could obtain insurance at premium rates based on mortality tables of peace times, the excess cost of such risks to be assumed by the government, which would also bear the cost of administering the insurance department. Provision would be made for paying the premiums on the system or the \$10,000 additional insurance by installment, death or total disability to secure the insurance. It is believed by many officials that some sort of insurance system can be evolved which will be better for both fighting men and the government. The new pension plan also embraces a scheme for the re-education and rehabilitation of injured men, by fitting them as far as possible for lives of usefulness either their former or in new occupations. So far all plans are but tentative and incomplete, but much time and consideration is being given the soldier insurance plan and at this moment there seems but little doubt what it will be put before congress during the present session.

The Great Draft Lottery
The greatest lottery of all time was that of the draft for the national army. The stage was fittingly set in the great chamber of the senate office building at the capitol. A group of men—some in the khaki of active service and others in citizens' dress—stood about a big table. In the far corner a man in a capsule and in each capsule was a number, and that number was the destiny of many men. Blindfolded men took turns in drawing the fateful numbers from the jar. Theirs was the hand of fate. Then the capsules were opened, the number called inside announced by one man, repeated by a second and written on a big blackboard by a third. Within an instant the telegraph had flashed to every section of the country figures that told the ten million men of draft age who had thus far been chosen. No more dramatic scene could have been evolved. Hour after hour the men worked on, and sometimes it happened that the man who drew the number was a newspaperman making "story copy" at the big table near the far was the man whose number was called. "Gee, that's mine," he exclaimed, and a telegraph operator, when he ticked off the message just as if nothing had happened. Motion picture men flashed a blinding light on the secretary of war drew the first number, and the tense silence was broken only by the soft swish of the movie and the sharp click of the "still picture" camera. It was a game of life and death that was being played as the hands of fate drew capsule after capsule from the glass jar. For over 20 hours this work went on incessantly. Military men, senators, congressmen and newspapermen watching the progress, while the special telegraph wires installed for the occasion ticked off the news to the country, spite of the fact that by New Jersey, which was forced a change of system at the last minute, no confusion resulted, the

only hardship being that it took 20 hours instead of one hour to complete the drawing.

Aviation Matter in Congress
Practically the only measure to pass both senate and house without bitter and long debate and many amendments which held back final action was the great aviation bill carrying in appropriation of \$40,000,000. To be sure, there were speeches against it and some opposition especially to the draft clause, but the bill sailed through congress under full sail and was in the hands of the president before the committee was up in the senate for consideration.

One of the members of congress from Ohio, whose home is near an aviation field, made some interesting comments on compulsory flying and the personal experiences of men whom he knew, as told by them on return from military duty. "I must be fit and willing in order to be of service. Commenting on the automatic control of machines and the danger which comes to the men from the machine, he said in another case, the congressman told of an experience which not long ago befell a veteran of his acquaintance. "I had been bothered with terrible nose bleeds," said the man, "but I thought it would stop. The next thing I knew I was recovering consciousness; the huge machine was skimming through the air at tremendous speed, guided by the automatic control; the German craft which I had been following was nowhere in sight. How long I had been unconscious, I have no means of estimating, but I got lost in the clouds. The only thing which saved me and my machine was the splendid working of the automatic control. The machinery was of such volume that no warning cry could be given by the man on watch to the operator in front, and only by writing 'motor' on a piece of paper and holding it before the operator's eyes, could information of a dangerous break of machinery be given. But the aviation corps of the national army seems to have received reports, and the trained aviators owning private machines are anxious to serve the country."

Suffragettes and Anti
While the suffragettes are persistently picketing the White House, the anti-suffragettes are not asleep. They have recently moved the national headquarters to New York to Washington, and informally dedicated the new rooms last week. Mrs. James W. Wadsworth, Jr., the newly elected national president, immediately issued an open letter to President Wilson protesting against the picketing by pickets, saying it was proof that women should not be given suffrage. Mrs. Wadsworth is the wife of a Senator. Her daughter is the late Secretary of State John Hay. She is, moreover, one of the leading workers of the Red Cross. It is said that some of the anti-suffragists of released militancy, when the president pardoned them, they left the White House, and in the cause of the anti-suffragists, the whole just select their thought of the whole proceeding. And as they hustled the militant ladies into luxurious automobiles, some of the anti-suffragists, who were watching the start for home.

Secretary Delisle Goes to France
Congressman Rogers seems to have set up a private recruiting station of his own, according to the depletion in his office force. Last year Dana F. Clark, of Lowell, stenographer for Mr. Rogers, joined the District of Columbia cavalry and was sent to the Mexican border with the cavalry and joined the Massachusetts artillery and is now awaiting orders to go to the North Carolina camp or may be assigned to duty in one of the peace training camps for his section. Last week Congressman Delisle of Lowell, private secretary to Mr. Rogers enlisted in the regular army and will at once join the Pershing force at its headquarters. Mr. Delisle will be assigned to the military command. Over the military command, Mr. Delisle's office pretty much the same thing has happened. William J. Deardon of Worcester, for many years the right hand man and private secretary of Col. Winslow, had volunteered in the service and will likewise be assigned to the Pershing force for France as quickly as possible. In fact there seems to be a stampede of factors and among the secretaries of congressmen for many have hastened to join the ranks of volunteers in some capacity. Some of the men have taken civilian positions and some will go to the trenches, according to their ability to meet the requirements of the latter.

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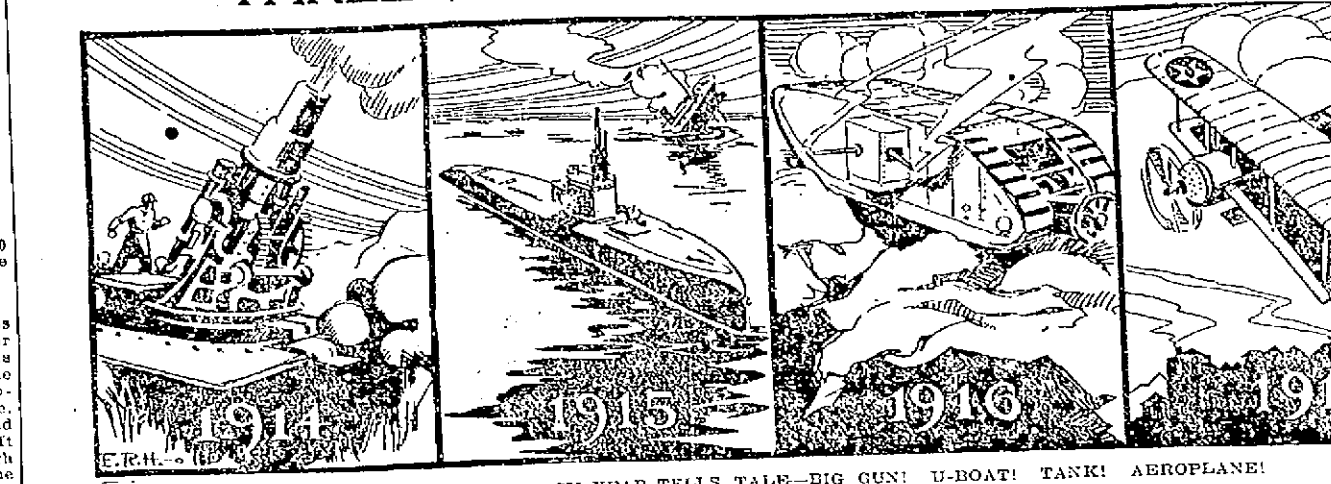
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THREE YEARS OF THE WORLD WAR



A NEW WEAPON EACH YEAR TELLS TALE—BIG GUN! U-BOAT! TANK! AEROPLANE!

1914
JUNE
23—Archduke Ferdinand and Duchess of Hohenberg assassinated at Sarajevo, Bosnia, by Serbian student, Princip.

JULY
23—Austria, in note to Serbia, demands punishment of assassins and suppression of Pan-Serbianism.
27—England appeals for mediation.
28—Austria declares war on Serbia; Germany mobilizes.
29—Austrians bombard Belgrade.
30—Germany sends ultimatum to Russia.
31—World's stock markets close.

AUGUST
1—Germany declares war on Russia.
2—Germany declares war on France and Belgium. German troops start on way to France through Belgium and Luxembourg. Italy proclaims neutrality.
4—England declares war on Germany; Germany appoints secretary for war; Montenegro declares war on Austria.
6—Austria declares war on Russia.
7—British seize Togoland; first British troops land in France.
11—Germans penetrate into France at Longwy; Montenegro declares war on Germany; France on Austria.
12—England declares war on Austria.
20—Germans occupy Brussels; levy \$10,000,000 on inhabitants.
23—Japan declares state of war with Germany.
24—Japanese bombard Tsingtau.
25—Austria declares war on Japan; Germans destroy Louvain.
27—Allies retreat to Somme, Russians enter East Prussia.
28—British win naval battle in North sea; five German ships sunk.
29—Austria declares war on Belgium.
30—Germans take Amdens; allies retreat to Seine.

SEPTEMBER
2—Russians defeat Austrians at Lemberg.
3—Paris government moves to Bordeaux; Russia occupies Lemberg.
4—Germans cross the Marne, toward Paris.
5—England, France and Russia make no-separate-peace agreement.
7—German retreat to Belgium; the Marne battle of the world war.
12—German submarine, U-9 sinks British cruisers Aboukir, Cressy and Hogue, with loss of 1422 lives, excluding officers.
26—Russians occupy Przemyśl.
27—Russians reach Ussok Pass in Carpathians.

OCTOBER
2—Serbians stop Austrians near the Drina.
9—Russians advance to Lyck in East Prussia; Germans take Antwerp.
13—Montenegro defeat 16,000 Austrians near Sarajevo; trial of Princip begins.
14—Allies occupy Ypres.
16—Germans occupy Ostend; rebels defeated in South Africa.
17—German troops before Warsaw.
22—Germans cross Yser; Russians in great battle trying to hold Przemyśl.
23—General De Wet and Boyers revolt in South Africa; routed.
29—Princip, assassin of Archduke Ferdinand gets 10 years; four accomplices sentenced to be hanged.
30—Russia declares state of war with Turkey.

NOVEMBER
1—German squadron wins naval battle with British off Chile.
3—Great Britain declares state of war with Turkey; Russians capture Jerusalem, Galicia; Great Britain annexes island of Cyprus; South African revolts crushed; Serbia breaks relations with Turkey.
7—Japanese capture Manchuria.
9—Germans surrender Tsingtau.
27—Austria admits evacuation of Czernowitz, Bukovina.

DECEMBER
1—General De Wet captured.
2—Austrians capture Belgrade.
8—British fleet sinks four German cruisers off Falkland islands.
11—Serbians occupy Belgrade.
16—Germans raid British coast towns, killing 29 persons.
30—German airplanes raid Dunkirk, killing 15, wounding 22.

1915
JANUARY
8—British reply to American note on detention of neutral ships, claims right.
25—German armored cruiser Blücher sunk in North Sea in running fight with British squadron.

FEBRUARY
2—Great Britain makes all food shipments contraband.
3—Anglo-French fleet destroys four forts in Dardanelles.
5—British defeat Turks north of Suez; heavy German losses on east front.
10—Russians abandon Czernowitz.
26—Allied fleet bombards Dardanelles forts.
27—General Botha invades German West Africa.

MARCH
1—Great Britain declares blockade of German coast.
10—Prinz Ernst Friederich, German raider, put in at Newport News, and announces sinking American ship William P. Frye.
15—British battleships Irresistible and Ocean and French battleship Bouvet sunk in Dardanelles.
22—Przemysl, Austrian fortress in Galicia, surrenders.
23—Allied troops landed in Gallipoli, Dardanelles.

APRIL
5—America demands reparation from Germany for sinking William P. Frye.
11—Kronprinz Wilhelm, German raider, arrives at Newport News.

MAY
2—Austrians take 30,000 Russian prisoners.
7—British liner Lusitania, sunk by German submarine; 1100 lost, including 100 Americans.
12—British battleship Goliath sunk in Dardanelles; British submarine sinks three Turk ships in Dardanelles.
22—Italy declares war on Austria.
23—Italians capture territory in Trieste.
27—Dardanelles; Turk gunboat also sunk.
28—British battleship Majestic destroyed in Dardanelles.
31—German reply on Lusitania unsatisfactory; alleges liner was armed.

JUNE
2—Austro-Germans recapture Przemyśl; San Marino joins allies.
9—U. S. Secretary of State William Jennings Bryan resigns; Lansing appointed.
22—Austro-Germans recapture Lemberg.
23—Dominion liner Armenian sunk by Germans; 11 Americans lost.

HOW THE WAR SPREAD OVER THE EARTH
Annual spread of the great war over the earth is shown on these four maps. The map of 1914 shows the territories, in black, then concerned in the war. The map of 1915 shows added nations and territories brought in; that of 1916 shows still more territory in black, and the map of 1917 shows the nations at present engaged in the world war. White territories are neutral.

JULY
7—Italian armored cruiser Amalfi sunk by Austrian submarine.

AUGUST
4—British reply to American protest of blockade offers to submit disputed cases of seizure to arbitration.
5—Germans capture Warsaw.
14—British transport sunk in Aegean sea; 1000 troops lost.
19—German U-boat sinks White Star liner Arabic; 20 lost.

SEPTEMBER
1—Germany agrees to sink no more liners without warning.
8—Czar takes over command of Russian armies from Grand Duke Nicholas.
10—Wilson demands recall of Dr. Dumba, Austrian ambassador.
12—Germans occupy Vilna.
25—Allies begin huge drive on west front; take 20,000 prisoners.

OCTOBER
4—Loan of \$500,000,000 to Great Britain and France completed.
6—French and British troops land at Salonika; Greek king dismisses Premier Venizelos; forms coalition cabinet.
12—Austro-Germans invade Serbia; capture Belgrade.
10—Bulgarians invade Serbia; Germans push south.
14—Bulgaria officially declares war on Serbia.
15—Great Britain declares war on Bulgaria.
16—Serb-Anglo-French forces attack Strumitza, Bulgaria; France declares war on Bulgaria.
19—Russia and Italy declare war on Bulgaria.
25—Aristide Briand becomes premier of new French cabinet.

NOVEMBER
6—Bulgarians capture Nish, important railroad center of Serbia.
1—British driven back from Baghdad by Turks.
4—Ford peace ship sails; Greece grants allies right to use Macedonia for war purposes.
9—Teutons clear Serbia of all enemies.
19—Allies withdraw 100,000 troops from Gallipoli; still hold tip of peninsula.

DECEMBER
6—British passenger steamer Persia sunk without warning in Mediterranean; Consul R. M. McNeelly drowned with 200 others.

1916
JANUARY
6—Great Britain adopts conscription.

FEBRUARY
1—German prize crew brings British steamer Appam into Norfolk, Va.
14—Russians capture Erzurum, Asia Minor.
23—Germans attack fortress of Verdun.

MARCH
4—French report auxiliary cruiser proven sunk in Mediterranean with loss of 3000.
8—Germany declares war on Portugal.
16—Admiral von Tirpitz, German naval head, retires.
20—Sixty-five allied airmen raid Zebruge.
24—British steamer Sussex torpedoed; Americans aboard.

APRIL
1—Zeppelin raid on England kills 25, injures 44.
2—Second raid kills 16, injures 100.
4—New British budget \$5,000,000,000, largest in world's history.
11—Wilson sends ultimatum to Germany on Sussex sinking; summons congress; Russians capture Trebizond, Asia Minor.
19—Russian army lands in France; French make gains at Verdun.
24—Irish revolt in Dublin; 12 killed.
26—German battle cruisers raid Lowestoft and Yarmouth, England.
28—British garrison at Kut-el-Amara surrenders to Turks after 113 days' siege.

MAY
1—Irish revolt ended, leaders executed; Augustine Birrell, chief secretary for Ireland, resigns as result.
6—Germany promises to stop U-boat warfare if Great Britain raises blockade.
10—Berlin admits sinking Sussex.
12—Greek cabinet resigns.
31—British and German fleets battle off Jutland; British lose 14 ships; Germans 12.

JUNE
7—Earl Kitchener and staff drowned when British cruiser Hampshire is sunk on way to Russia.
24—Russian capture Czernowitz, capital of Bukovina.
21—Allies economic conference agree on boycott of Germany after war.

JULY
1—Allies begin grand offensive on Somme; Italians and Russians also advance.
10—German merchant submarine Deutschland reaches Baltimore.
3—Roger Casement hanged for treason.
8—Italians capture Gorizia.
9—Germans execute Capt. Fryatt, of British liner Brussels, for alleged attack on submarine.
27—Rumania declares war on Austria; Germany on Rumania.

SEPTEMBER
10—Bulgar German troops capture Silistria, east Rumania.

OCTOBER
1—Germans take 1000 prisoners in fight with Rumanians in Transylvania; driven back in Dobruja.
7—U-53, German submarine, reaches Newport, R. I., from Wilhelmshaven.
8—U-53 sinks five British and neutral ships off Nantucket.
16—Allies recognize former Premier Venizelos' provisional government; allies occupy Athens.

NOVEMBER
1—Deutschland reaches New London, on second trip from Bremen.
21—Emperor Franz Joseph of Austria-Hungary dies.
22—Britannic, huge hospital ship, sunk by German mine or torpedo in Aegean sea; 50 lost.

DECEMBER
6—Austro-Germans capture Bucharest, Rumanian capital; Lloyd George heads new British ministry.
12—Germany proposes peace.
15—Allies reject German peace proposal; want reparation and restitution.
21—Wilson warns Europe United States on brink of war; demands peace terms.

1917
JANUARY
7—Austro-Germans penetrate to Focant, Rumania.
9—Allies state specific peace terms—reparation, restitution and adequate security for future.

FEBRUARY
1—Germany declares U-boat blockade of Great Britain; warns neutral

all ships in zone will be sunk without warning.
—...breaks relations with Germany; demands release of 72 American sailors on British liner Yarrowdale captured by German raider; American liner Houston sunk by U-boat.
25—Canadian liner Leconte sunk by U-boat; 3 Americans killed; British recapture Kut-el-Amara; Wilson asks power to arm merchant ships.

MARCH
1—Washington reveals German plot to induce Mexico and Japan invade United States.
7—Wilson decides to arm ships despite congress' refusal.
12—British capture Baghdad.
14—Petrograd announces Russian revolution; Nicholas abdicates; American steamer Algonquin torpedoed without warning.

APRIL
2—Wilson asks congress to declare war on Germany; calls for 500,000 volunteers and liberal credit to allies.
12—Senate votes for war, 82 to 6.
16—House votes for war, 373 to 50; Wilson signs declaration of war; seizure of German ships in America begun.
9—Austria breaks relations with United States; Brazil with Germany; British break German lines between Lens and Arras.
20—Turkey breaks relations with United States; two German destroyers sunk in attempted raid on England.
21—British commission under Foreign Secretary Balfour arrives in United States.
24—French envoys arrive; Wilson signs \$7,000,000,000 war bond issue; \$200,000,000 loan to Great Britain.
25—Guatemala breaks relations with Germany.

MAY
2—United States floats \$2,000,000,000 Liberty loan.
4—United States destroyers arrive in British waters.
11—Allied war council held in Paris.
11—Russian socialists call international peace conference.
15—Gen. Petain succeeds Gen. Nivelle in supreme command of French armies.
17—A. F. Kerensky, socialist leader, becomes minister of war in Russia.
18—Wilson signs select service bill.
26—Zeppelin raid on Folkestone kills 76; injures 174; three raiders brought down.

JUNE
7—British sink German raider south of Ypres.
8—Gen. Pershing arrives in London.
12—King Constantine of Greece abdicates in favor of second son, Alexander.
15—Liberty loan oversubscribed by \$900,000,000.
19—Russian republic calls for offensive on east front.
22—United States mission arrives in Russia.
27—Former Premier Venizelos forms new Greek cabinet.
31—First American force arrives in France; Brazil revokes neutrality.

JULY
1—War Minister Kerensky leads Russians in terrific offensive in Galicia; Chinese republic overthrown; Hsuan Tung, boy emperor restored to throne.
2—Russian women's legion goes to front, first in present war.
9—Wilson calls entire national guard into service; orders embargo of war supplies.
12—Russians take Halex, key to Lemberg; Chancellor Bethmann-Hollweg of Germany resigns.
14—Georg Michaelis becomes German chancellor; Chinese republic restored.
20—Drafting of select service army takes place in Washington.
22—Spain declares war on Germany.
27—Russian premier shot.
28—Second contingent U. S. troops arrives in Europe.

SPREAD OF WAR
The following dates of the declarations of hostilities show the spread of the world war.

1914
31—Austria declares war on Serbia.

AUGUST
1—Germany on Russia.
3—Germany on France and Belgium.
4—Great Britain on Germany.
5—Montenegro on Austria.
6—Austria on Russia.
9—Serbia on Germany.
11—Montenegro on Germany; France on Austria.
12—Great Britain on Austria.
23—Japan on Germany.
25—Austria on Japan.
29—Austria on Belgium.

OCTOBER
30—Russia on Turkey.

NOVEMBER
6—Great Britain on Turkey.

1915
MAY
22—Italy on Austria.

JUNE
22—San Marino on Germany.

OCTOBER
14—Bulgaria on Serbia.
15—Great Britain on Bulgaria.
16—France on Bulgaria.
19—Russia and Italy on Bulgaria.

1916
MARCH
8—Germany on Portugal.

AUGUST
27—Rumania on Austria; Germany on Rumania.

1917
APRIL
6—United States declares war on Germany.

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AUTOMOBILE NOTES—TIRE TALK—GASOLINE GOSSIP—GENERAL NEWS OF THE "MACHINE" WORLD

AUTOMOBILE QUESTION BOX

Motoring Department, The Sun— I am having a little trouble with my car, and wish you would give me a little information in your valuable columns of answers to automobile problems. In going up a short hill of moderate grade my car seems to lose power and can hardly make any which other cars make usually any trouble on high gear. I usually have to cut down to second gear. Do you think it is due to the piston rings being worn or do the valves need grinding? Please let me know, also, if the steel-studded tires are a detriment to the tire? Thanking you in advance, I am,
L. B. A.

Ans.—There are so many reasons why an engine should lose speed on a hill that further information must be had before a complete answer can be made. Carburetor, loss of compression, ignition, all enter into the problem. If spark plugs are badly carbonized, the carbon should be removed

from cylinders. If engine shows loss of compression when cranked by hand, valves should be ground. Worn rings will cause loss of compression, which can only be remedied by replacing the rings. Cranking by hand will also test lubrication. Steam at radiator will show overheating. A weak battery will cause popping back at car starter, and a rich mixture will have a pungent odor. A weak battery will give a weak spark. Disconnect one spark plug wire and hold one-quarter inch from head of plug while engine is running. A good fat spark should jump. By trying out above test you may get an idea of where the trouble is located. The steel studded tires are good, but have a tendency to loosen up and separate. This is somewhat offset by the fact that they are more or less free from punctures.

Motoring Department, The Sun— Manufacturers feature very conspicuously the worn-gear steering wheel on their respective makes of cars as being irrevocable. Then, if this is true, how do you account for being able to crank an engine with the momentum of a car or truck when it has a worn gear in the differential? Why wouldn't this also be irrevocable? Would like very much to have an answer to this question

through the columns of your paper.
B. A. T.

Ans.—It is very evident that the worn drive is not irrevocable, but only partly so. We assume that you mean the worm drive, as the worm and gear steering mechanism is only semi-irrevocable.

Motoring Department, The Sun— Being a constant reader of your advice to motorists, I would like your advice on a few points. I have a Ford car on which I have recently put an arrangement on the intake manifold for drawing heated air into the mixture after it leaves the carburetor. I have a small pipe laid along the top of the exhaust manifold, with a stop cock for turning on and off. I find that it adds considerable power to the motor. That is, it speeds it up with the same throttle opening. Now, I have been told that the use of this article has a tendency to over-heat the motor. I would like your advice on the matter. I would also like to ask if it is necessary to readjust carburetor needle in using this arrangement. Thanking you in advance for your advice, I am,
H. G. L.

Ans.—Your arrangement is commendable, and should give no trouble from overheating if the ordinary rules are observed. Run on high gear, prevent engine from racing, keep spark well advanced, radiator filled and system clean. A slight change in carburetor adjustment might be an advantage. This may readily be determined, as the adjustment is right before you on the dash.

but the benefits of a pneumatic tire are lost, such as its easy riding qualities and the protection afforded the mechanism of the car.

Motoring Department, The Sun— I have a 1916 model car. When the car is running slowly and the accelerator opened the least bit (not necessarily suddenly) the engine has a most disagreeable knock, and the knock is worse if on an incline or on a pull. Just had carbon cleaned and ground, but still have the knock. Do you think it is due to carburetor adjustment? If so, is the mixture too lean or too rich? Also, when coasting down hill with gears in low speed, the car makes a clucking and clucking sound, and the clucking is worse if the clutch is thrown out. I have oiled repeatedly, but it does not lessen noise. Can you give me remedy? Thanks for your helpful advice in Motoring Column. I read it with much interest each week.
W. J. M.

Ans.—The knock is probably in the connecting rod and should be looked after immediately, as the connecting rod may come loose and wreck the engine. It may be piston slap due to worn pistons and cylinders. Get a thorough inspection and determine which trouble it is. The clutch shaft or throw-out collar may have worn, unduly, making them noisy. These should be inspected by an expert repair man and the proper changes made.

HELPFUL HINTS

If at any time you open the switch and the engine continues to run it is due to glowing carbon or overheated engine. Close throttle, put gears in low speed, apply foot brake gently, and let in clutch suddenly. This will stall motor.

If wire terminals break off and become lost make an eye as follows: Remove enough insulation so that the bare wire may be turned around the sharpened end of a pencil, and haul and wrap around the wire itself. This alone makes a good terminal, but it will be much improved if it can be dipped in melted solder.

If the motor has no priming cups it will be hard to start cold mornings. Get a set of spark plugs with priming cups attached. Remember that ether is the best substance for priming, as it will evaporate readily, no matter how cold the engine may be.

It has been well said that there is one set of bearing surfaces on a car which should never be oiled—the brakes. This is not strictly true, as a squeaking brake must be oiled, but with caution. Use castor oil in moderation until the squeal is stopped. The traffic rule requiring cars to turn corners at four miles an hour is not merely to protect pedestrians, but is for your benefit as well. Turn

ing corners at high speed strains the tires, spokes and axles, and may result in skidding, followed by an overturn. So slow down and coast or go into second gear.

NEW HOBBY IS TO BLAME EVERYTHING ON MOTOR CAR INDUSTRY

"It seems," says an official of the Premier Motor corporation, "that every nation, as well as every man, must have a hobby."

"We used to think that the hobby of this country was baseball. That's a mistaken conclusion. The hobby of this country is 'blaming it on the motor car industry.'"

"When Noah was swamped by the spring freshet, back before they had clocks and calendars, it was undoubtedly—the fault of the motor car industry."

"Later, when the lake got a little too rough and they threw Jonah overboard, it was not Mr. Jonah's fault at all—it was the fault of the motor car industry."

"Today, every calamity, from measles to choked sewers is 'the fault of the motor car industry.'"

"When a flock of middlemen get together and raise the price of spinach to a point where it would be far cheaper to make your 'greens' out of gold leaf—it is absolutely the fault of the motor car industry."

"But when they need money for anything, from waging a war down to buying new fuses for the hall lights, the one obvious source of revenue to which everybody instantly turns is 'the motor car industry.'"

"The motor car industry," through its representative, Howard E. Coffin, has card indexed the machinery equipment of the entire country.

"The motor car industry" will have to build the motors for flying machines with which this war will be finally won.

"The motor car industry" will feed the army; carry the supplies for the navy down to the docks; and haul the officers of the army from somewhere in France to somewhere else in France.

"The motor car industry" will bring the cabbages and roasting-eats from the farm to the market and then deliver them to the house.

"The motor car industry" will supply most of the men for the engineering corps; haul the big guns up to their emplacements, and carry the wounded out of range and give them a chance to live again.

"The motor car industry" so far, has almost succeeded in cutting out the faster than congress has been able to incur it.

"They say that motor cars are an unnecessary luxury. Then why does the United States government want 70,000 of them right away?"

"Seriously, now that you come to think about it, which would you rather dispense with—the railroads

of this country or the automobiles of this country? One catastrophe would be just about as fatal as the other.

"No, gentlemen, the motor car is not a luxury—it is a necessity of the direst sort."

"Aside from the president, the council of national defence, the army and the navy, our automobile industry is America's most helpful friend in her present hour of need."

"And this business of torturing the motor car industry is only another instance of 'biting the hand that feeds you.'"

"Let's not do it."

"Among the many home efficiency and economy uses the automobile is being put to by wives of owners, that of facilitating the daily shopping trips," says F. A. Hinchcliffe of the Kissel Kar.

"In this respect, the automobile is literally taking the place of the old market basket."

"In supplying the culinary requirements of the home the house wife of today drives down in her car to the grocery, meat market or bakery, and brings her purchases home with her, thereby not only saving time, but making sure she is getting what she wants."

"The quickness and ease of getting about has a tendency to cause house wives to shop around more in search of lower prices and better goods in markets which were formerly beyond her walking distance. Scores of owners and their wives are even purchasing their vegetables and fruits from the farmer, driving directly to the garden or orchard."

"Without a doubt, the automobile is proving the most efficient means to keep 'keep down the cost of living.'"

USE YOUR MONKEY-WRENCH
If the owner drives his car constantly it will be an excellent thing for him to use his monkey-wrench now and then. Especially with a new car it is not a bad plan to go over nuts and bolts occasionally. Even the tightest nut will be more or less affected by constant vibration and a loose bolt should be tightened, since the play to which the looseness gives rise may result in the necessity for later repairs. As the car gives a little older bolts and nuts settle and there is less occasion for tightening.

The foregoing advice applies with particular force to spring clips, a pulling up of the nuts of which will take a few minutes of the operator's time about once a month, keeping the springs properly seated and adding much to the sense of security that is enjoyed by the man who looks after things and knows that they have been attended to.

Sometimes it happens that the

motorist is unable to keep the nuts fastening the bolts absolutely tight. Try as he may, the nut will come loose again. If a lockwasher cannot be applied, a good remedy is to put a drop of solder on the thread of the nut, or in the absence of solder, a little paint or varnish will set the nut tight and prevent it from becoming loose again.—American Motorist.

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—and—

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WHOLE ALLIED WORLD FEELS DREAD OF SNEAKY U-BOAT.

BY H. N. RICKEY.

It is doubtful if any allied statesman or military chief is ever quite free from the fear of the German submarines. When I speak of the allies, I, of course, include America.

Month after month, since February 1 these monsters of Germany frightfulness have continued to take their terrible toll of priceless ships and cargoes.

The complete figures of tonnage sent to the bottom during the fifth month—June—have not yet been given out, either by Germany or Great Britain, but those who are best informed in this admit that it is more likely that the intimation from Berlin that June was one of the deadliest months is based on fact.

Whether or not the losses in June were over a million as the Germans intimate, is relatively unimportant. The big outstanding fact is that in spite of the concentrated efforts of the navies of the allied world, backed by the best thought and effort of their man of science, the submarine problem seems to be as insoluble today as it was on that fatal day nearly three years ago when the first German torpedo found its mark.

It is admitted that to build ships as fast as the Germans sink them is a negative answer to the problem even if it could be done, which

it cannot.

Assuming that the average of submarine sinking is as high during the next 12 months as it has been during the past five, the most optimistic calculation shows there will be at least five millions less tons of ships for the Atlantic trade July 1, 1918, than now.

This is a net loss of almost 25 per cent, and the calculation takes into account every new ship the allies possibly can launch during this period under the most favorable conditions.

When one considers that the tonnage available for the Atlantic trade is never so inadequate that freight rates have soared to unbelievable heights and when one considers further that building ships to replace torpedoed ships does not recover the millions of tons of food and munitions that go down with them every ton of which is sorely needed in Europe, it is no wonder the submarine menace modifies every military calculation which America and her allies make.

You cannot discuss any phase of the great war for five minutes with any responsible American official or with any visiting official from our allies without getting on the submarine question. And, once the submarines are mentioned, the ends the discussion, except about the submarines.

I do not want to convey the idea that all of these officials or any of them think the situation is hopeless and that it is only a question of time when Germany will rule the seas with her submarines and force a German

peace on the world. But it is certainly well worth the facts to say that a solution of the submarine problem

EDDIE'S HAPPENS

MY! YOU SCARED ME JOHN. IT'S ONLY 2 O'CLOCK. WHY DIDN'T YOU STAY LONGER WITH THE BOYS?

WELL, I GUESS I'D BETTER GIVE IT UP.

NOW LISTEN, YOU CAN'T EXPECT TO LEARN THIS GAME IN FIVE MINUTES.

I MEAN THE MINISTRY.

IT TAKES A LOT OF CONTROL

is now held to be of paramount importance from the standpoint of allied strategy, and important as is the building of ships at least partly to make for those torpedoed, this alone will not solve the problem. A way must be found either to protect cargo ships from torpedoes, and thus save both ships and cargoes, and submarines faster than the Germans can build them or destroy or blockade the submarine bases.

Among the officers of the American navy, especially the younger and more daring ones, the conviction is growing that sooner or later there must be an attack on the German submarine bases by the combined allied navies.

What the chances for success of such an attack would be is of course more or less a guess, but there are a growing number of naval officers who are willing to hazard their lives and their reputations in the enterprise. They admit it would be costly in both ships and men even if successful, but they argue that if such a victory could be accomplished it would be cheap, how- ever great the cost.

It is not conceivable that even if the attack failed the allies would lose enough capital ships to give the German high seas fleet a chance to defeat those left in a sea fight.

The allies could lose half their big ships and still be strong enough to control the seas against the German fleet.

That this plan, fraught as it is with

such tremendous possibilities, not only is being urged by more daring naval officers, but it is being seriously considered by the highest officials, is an indication of how grave the submarine menace is known to be.

Churupalli, in Assam, India, is declared to be the wettest town in the world. Its average rainfall is 600 inches or 60 feet a year, which is nearly a foot a week. The rainfall is almost continuous.

The Russian peasants are extremely expert in eating sunflower seeds and without looking and thinking, apparently, crack the seed between their teeth, tick up the meat and spit out the shell, like so many squirrels.

SHIP DONS CHECKERBOARD COAT TO FOOL U-BOATS

The latest device to fool submarines is the checkerboard coat for ocean liners. The principle is based on reflected light from the moving water upon the sides of the ship, making the ship appear as part of the water.

The ship here has a checkerboard coat from water level to the top of its smokestack.

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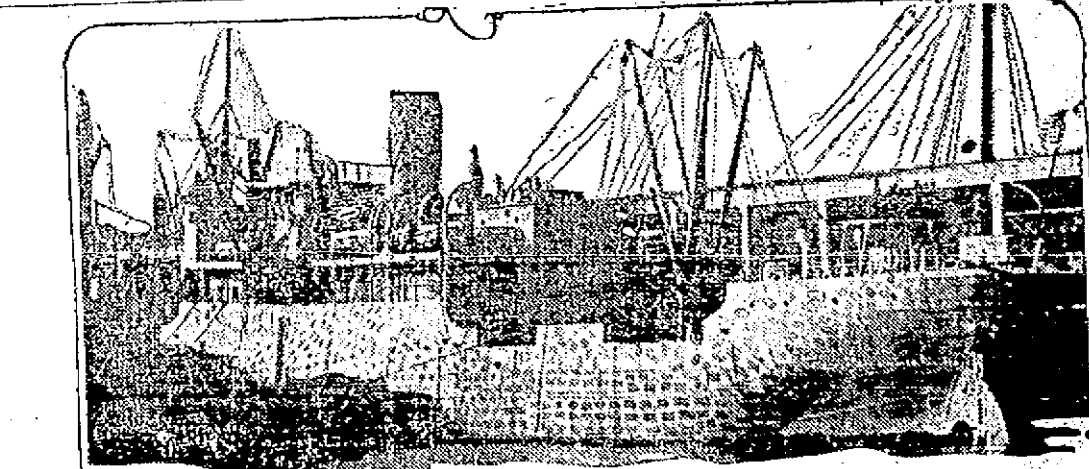
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SHIP DONS CHECKERBOARD COAT TO FOOL U-BOATS
The latest device to fool submarines is the checkerboard coat for ocean liners. The principle is based on reflected light from the moving water upon the sides of the ship, making the ship appear as part of the water. The ship here has a checkerboard coat from water level to the top of its smokestack.

STYLES FOR THE STYLISH—HINTS FOR HOUSEKEEPERS—TIPS ON PRESERVING FOOD—WHAT WOMEN ARE DOING



LONG TUNICS IN ODD FORMS STAMPS SKIRTS AS LATEST

BY BETTY BROWN

The long tunic in odd forms appears as a feature of fall skirts. The new tunic almost never extends all the way around the figure. It is sometimes set on only across the back

and sides of a skirt. It seems necessary to edge a tunic with some heavier material. A band of velvet makes an attractive finish on a skirt of black crepe material. Narrow bands of seal skin are also used on the more elaborate skirts. The secret of success in making a tunic skirt is to allow a great amount of material. There's not a bit of style in a skimpy over-drapery.

LADY LOOKABOUT

I do not know whether some of the young girls to whom broad bands of elastic passing under the chin and keeping the hat in place, wear these bands really to keep the hat in place or because they think them becoming. If the band is worn in order to furnish a degree of safety to the hat, I wish they would experiment until they discover a substitute for keeping the hat in place. But, if it is worn for the latter reason, because it is cunning, chic, babyish, and so on, then I am sorry for the girls, for they do not know how simple and overgrown they appear.

Freedom From Moths
There seems to be such a delightful freedom from flies this summer, that

we cannot but feel that we swatted well a year ago. Yet this is hardly the reason, for there is also freedom from other insect pests as well. I missed the clouds of noisy brown flies which for years have gathered about the lights. The annual visitation of tiny ants, mites, did not materialize this year. The solution lies in the fact that one or two intensely warm days coming in the midst of an unusually cold, frosty spring, hatched out these pests. Then the cold and frost were resumed, and the young caterpillars and flies succumbed. Does not that seem reasonable?

Moth Eating Beetles
While housecleaning one day last week, I came across a yearbook of the department of agriculture. Often I have wondered why the government went to the expense of printing these books and giving them free distribution. Just because I have a garden of my own this summer, I am interested rather more than usual in agriculture, so I took the book and a chair out under a leafy grapevine and began to investigate the contents and, truly, the book is wonderful. As I read here and there, slipping from one illustration to another, a peculiar coincidence occurred. I came to a page of beetles in color. One, an especially brilliant green creature, caught my roving eye. It was almost an inch and a quarter in size, and I knew I had never seen one before. I learned that its name is



FUR FASHIONS FOR REAL WINTER—WHITE FUR CONTINUES POPULAR

BY BETTY BROWN

Fur on everything has been the summer rule. Even the chiffon hangings of a certain smart drawing room are bordered with fur. But, judging from the vast number of pelts required for next season's garments, there is going to be mighty little fur left for the use of the interior decorators. White fur, preferably fox and its imitations, will continue to beguile much money from the purses of fair women. And especially alluring it is

when combined with black velvet or velvet.

The Paris coat pictured today gives a good idea of the way fur will be used on the finest winter garments. This model is also ornamented with broad stretchings of heavy white silk, while the circle line is emphasized by a splendid knotted cord.

The black and white contrast has for its chief rival some splendid all-black combination of fur and cloth. A design which has that much desired "different" look is developed in eastern brown velvet trimmed with skunk fur. This artistic suit shows huge fur revers below the waist corresponding to the collar revers. The elbow cuffs which are a pronounced feature of first winter fashion

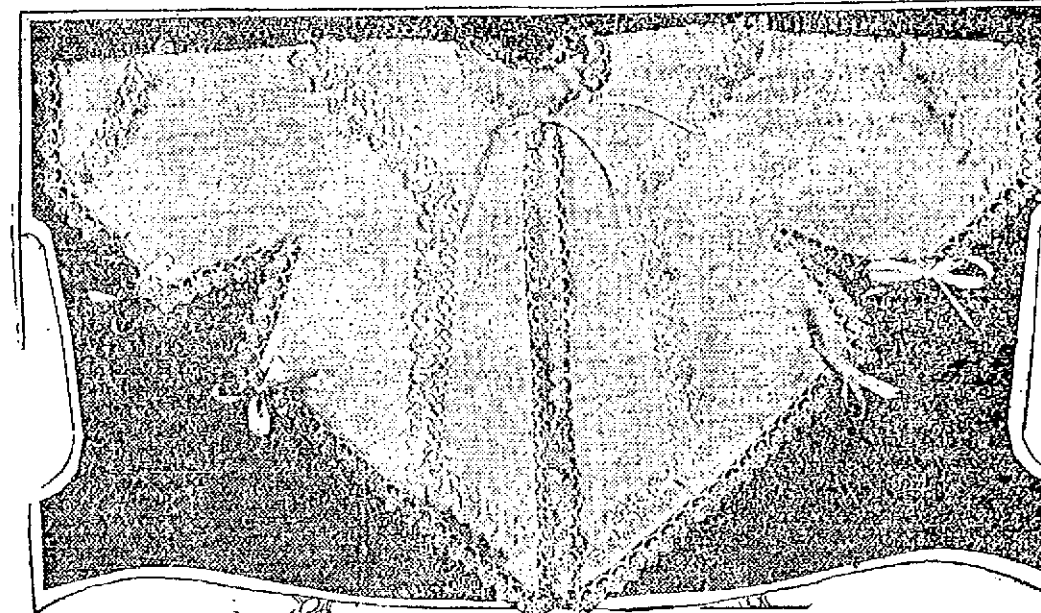
showings. Another clever note of this costume is the gathered fullness beneath the arms.

In line with the tunics and over-drapes which will swirl and swirl through the coming winter, is the puffed coat, with a skirt cut into irregular lengths.

The new coat materials are as soft as velvet and seem to require fur as a natural combination. Polytia cloth is more luxurious than over.

Velour in both plain and fancy weaves is used for both coats and suits.

Broadcloth will also be a staple suit material, and it is the one material more than all others which seems to improve when adorned with fur.



WEE BIT NIGHTINGALE LAYETTE LATEST THING FOR BABY

BY BETTY BROWN

There is only one thing for which a woman will put aside her knitting nowadays, and that is to make some-

thing for a baby. A tiny nightingale can be cut without a pattern by any dexterous seamstress. A fold runs across the shoulders and the front is a duplicate of the back except for the opening and the deeper curve of the neck.

Any delicate material is suitable for this dainty garment.

Figured crepe requires no trimming, but plain silk may be elaborately decorated with heavy edging as illustrated.

The same pattern makes an excellent padded garment to wrap up Baby Bunting on a cold morning. A nightingale is obviously not an out-of-door garment.

The velours may be in felt, green, cerise, rose, purple, navy, or king's blue, with a strong military note in shade and trim, the latter being usually a smartly tied band, making a little bow directly in front. They are youthful looking hats and are strictly sports.

Against the velours may be of satin. Several little shapes of white, black, or both in combination with a smartly tied band, make a little bow directly in front. They are youthful looking hats and are strictly sports.

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SWAGGER BEACH OR BATHING SUIT IN BLACK OR GREEN.

BY BETTY BROWN

There's nothing hit or miss about seashore fashions. Every little detail of beach and sea suits is planned as a part of an artistic whole. For instance, a swagger suit of jade green



jersey is worn over black tights. The cloak is faced with jade green tulle and black goes to the making of the immense shawl collar.

Of the 500 different processes in moulton work upon which women are engaged in England two-thirds had never been performed by a woman previously to a year ago.

J. W. Wetrick of Vera Cruz, Ind., who came to this country from Germany 35 years ago, had never left his home town until last week when he visited relatives at Wolcott, Ind., seeing his first show at Fort Wayne and taking his first ride on an electric car.

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PINK OR

FOR WOMAN AND THE HOME

HINTS FOR THE HOUSEHOLD

LATEST FASHION NOTES

FEMININE FANCIES



The Soup Kettle Savings Bank

BANK LEFT-OVER MEATS AND VEGETABLES FOR NEXT DAY'S SOUP

BY BIDDY BYE

Bank your surplus and left-over foods in the soup kettle! The wartime cook can put away extra potatoes, carrots, tomatoes and other vegetables, also the essence of bones and meat scraps by turning them into soup, meanwhile having as much fun as the child who drops pennies into a toy bank.

By preparing a can of soup at a time, her cupboard shelves will look as precious to her next winter as the safety vault of a bank. But canning soup is still so much of a novelty to the average cook that she shuns the experiment. Thus she is like a soldier who disobeys orders. "Save everything," is Uncle Sam's command. Which means, "Don't rely only on old ways of saving but try all of the new."

So here is how to use your soup kettle as a savings bank. Make any good soup after your favorite recipe, turn it into hot-sterilized glass jars, screw down covers loosely, set the jars into a water-bath and sterilize 30 minutes. Seal and cool gradually.

It is a good plan to cook down the soup to a thicker consistency than is desirable for serving, and to add more water when a can is opened. This saves containers, which are now high priced. The vegetable portion of the soup

may be canned alone, and the stock or broth added when required. Good soup mixtures like good salads, are often made by putting together things one happens to have on hand. A simple mixture which will make a delicious soup when meat stock is added consists of one part onions, 3 parts celery (leaves and stalks), 4 parts okra, 4 parts dried peas, 4 parts parsley, 6 parts turnips, 6 parts lima beans, 6 parts cabbage, and 16 parts carrots. Soak the lima beans and peas over night and boil one-half hour. Blanch the other vegetables by plunging in boiling water for 3 minutes and then into cold water. Cut the celery and onions fine, and chop the other vegetables into cubes. Mix thoroughly and season to taste. Pack in hot sterilized glass jars and fill with boiling water. Partially seal the jars, set in a water bath and sterilize 30 minutes. Any of the vegetables may be omitted.

TOMATO PULP FOR SOUP

Place the tomatoes in a wire basket or a place of cheesecloth and plunge into boiling water for 2 minutes. Then remove skins and stem core. Turn and remove skins into cold water. Turn tomatoes into porcelain preserving kettle and boil half an hour. Press the pulp through a sieve and pack in glass jars while hot, adding a level teaspoonful of salt to each quart. Set the partially sealed jars into a water bath and sterilize 45 minutes. Can be used for tomato rabbit, tomatoes on toast, and meat sauces as well as for cream soups.

CHICKEN GUMBO

Cut 3 pounds of ham into small cubes and boil 30 minutes. Mince 2 pounds of chicken and 1/2 pound of onions fine. Make a smooth paste of 1 1/2 pounds of flour. Mix with 2 gallons of soup stock. Season with salt and boil 20 minutes. Turn into hot sterilized glass jars and process in water bath for 90 minutes. Dilute with hot water for serving.

LOWER FOOD BILLS TO HAVE POTATOES SERVED DAILY

BY BIDDY BYE

Chop the pennies from all your food bills this week. Keep this principle



BRAKING IS EASIER THAN WASHING, SAYS 'BROOKLYN WOMAN' AN BRAKEMAN

"Braking isn't hard work." That's what Alice Mangano says, and she is a brakeman in the great Bush Terminal yards at Brooklyn, where women are doing almost all the tasks of longshoremen. "This war is going to put women onto some of man's soft snags," Miss Mangano says, "and in the future when some husbands come home tired they will get less sympathy."

"There was a time, I guess, when working on the railroad was a man's size job. When there were only hand-brakes, and hand-couplings, with heavy coupling pins that stuck, I can see where there was some hard

work done between the engine and the cabooses. But now—all couplings are automatic. Screwing the air hose together is about the hardest job. There are few hand-brakes, and they are so improved that small boys can lock them tight, and do, as any brakeman knows.

"And the whole upshot of it is that the work of a railroad brakeman in summer is no harder than lots of work women have been accustomed to doing. The only thing I can tell I will hate is climbing around over frozen steel—and that's not a question of strength, it's a question of agility and sure-footedness."

"You can put this down in your notebook and tell the world so—it has not been how hard the job, but where

was the job located, that determined whether it was woman's work or man's work. Anything in the house she did, easy or hard. Anything out in the world he did, hard or easy. And woman's work has been harder than half man's work."

The chief difference between men and women is all in the eye. It isn't physical strength or endurance, it is mental attitude. The world knows some women have done the hardest farm work, as the European peasant wife, and some have done hard factory work, like American women factory employees. What, then, is strange about a woman brakeman?

"Most of the women working in British or American factories today are doing harder work than the men running the automatic machines. It is not only the Indian who made his wife a beast of burden. White men have done it too, without realizing the fact themselves, and this war is going to show them this truth. It isn't the hard work that bothers me. It's the desire to keep things clean, and you can't spend time wiping the dust and oil and grease off freight cars or locomotives."

THURSDAY

Breakfast—Prunes with cream, toast, coffee.

Luncheon—Baked eggs with rice, sponge cake, tea.

Dinner—Salmon loaf, scalloped potatoes, cucumber salad, bread pudding.

FRIDAY

Breakfast—Creamed codfish on toast, coffee.

Luncheon—Buttered carrots and peas, bread and butter, tea.

Dinner—Tuna fish in rackets, potato balls, new peas, berry shortcake.

SATURDAY

Breakfast—Creamed chipped beef on toast, coffee.

Luncheon—Split pea soup, croutons, gingerbread, tea.

Dinner—Sirloin steak, baked potatoes, spinach or other greens, floating island.

A package containing \$7000, sent from Philadelphia to a trust company, lay on a depot truck in Vineland for more than an hour before M. Grubblatt, thinking it might be a workman's lunch, picked it up and then let it fall because of sheer surprise. The express agent thought the clerk had secured the package upon the arrival of the train.

Many protests are being made to the Shelbyville, Ill., city council to kill an ordinance proposed by the barbers' union requiring the blowing of the air whistle to announce the opening and closing of tonsorial shops.



1892 - Twenty-Five Years - 1917

The Gagnon Dental Offices were established in Lowell a quarter of a century ago.

Equipped with the most modern appliances, and employing the most advanced methods of that period, we quickly commanded recognition, and the reputation thus established for effective and satisfactory treatment we prized as the foundation of future and permanent success.

The years have come and gone. Tenipis fugit! Yet, true to our fundamentals, we have never permitted time to get ahead of us. We have been constantly "up-to-the-minute" in dentistry. Every improvement in dental equipment and method of treatment meriting consideration during the past quarter of a century has had our earnest attention and study; and the result has been satisfactory alike to our patrons and to us.

Twenty-five years of practice, with thousands of people bearing testimony to our skill and square dealing, is a record of which we are naturally proud. We feel that we can call attention, without boasting, to our stability and integrity in Lowell as a contrast to the itinerants who have imposed upon the Lowell public by inferior equipment, antiquated methods and false representation.

DR. A. J. GAGNON AND ASSOCIATES

1892 - Twenty-Five Years - 1917

That's All We Do—EXAMINE EYES AND FURNISH GLASSES

But we do it right.

Mr. and Mrs. F. N. Labelle
Optometrists and Mfg. Opticians
129 MERRIMACK ST.

A. G. Pollard Co.

THE STORE FOR THRIFTY PEOPLE

The Underpriced Basement

Boys' Clothing Section

BOYS' KHAKI PANTS—Boys' pants, made of good heavy khaki, cloth, well made, double seams and cut full size, at 50c a Pair

BOYS' BLOUSES—Boys' Blouses, white and colored, with or without collars, made of very fine material, at....50c Each

Men's Furnishing Section

300 MEN'S HOSE AT 10c PAIR—300 dozen men's black hose, fine mercerized lisle, double soles, high spliced heel and toe, mill seconds of the 10c and 25c value. Only.....10c Pair

BOYS' SPORT SHIRTS—Boys' sport shirts, made of very fine material, with convertible collars; 50c value, at 29c Each

Hat and Cap Section

To close about 20 Dozen Men's Straw Hats, all new shapes and fine straw; \$1.00 and \$1.50 hats at.....50c Each

Children's Straw Hats, fine straw in the latest shapes—
50c Hats at.....35c Each
\$1.00 Hats at.....59c Each

BLOOMER OVERALLS FOR WOMEN NOW GENERALLY ACCEPTED

MISS HARRIET SATHIER
Every large department store shows the bloomer overall for women, and everybody has been wondering where, when and by whom they are worn.



Miss Harriet Sathier of Sioux City, Ia., has solved the problem for the curious. When one of the large orchards advertised for cherry pickers, Miss Sathier appeared in a pair of the new overalls. They proved so comfortable and convenient that she out-picked every other woman in the orchard.

Eyes Are Invaluable

Sight once lost is gone forever. Are not your eyes worth an examination if they trouble you?

J. F. MONTMINY
Registered Optician
492 MERRIMACK STREET

No Wedding Reception or Banquet Is Complete Without

SHARF'S ICE CREAM
Purest, Best, in Pint or Quart Brieke. By the gallon if you wish.

Charles Sharf
65 School St. Phone 3740

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C. O. D.
OR ON
APPROVAL

DRASTIC MARK-DOWN OF

Women's Coats, Suits and Dresses

For Summer and Early Fall Wear

VALUES
UP TO
\$20.00

\$5.00

VALUES
UP TO
\$20.00

ALL these Coats, Suits and Dresses are to be closed out at an extremely low price. Owing to the great mark-down a slight charge will be made for alteration. We will gladly exchange any goods bought at this sale if they are returned within a fortnight after purchase. Your money refunded if you want it.

SALE NOW GOING ON

SUITS

All Wool Jersey, Taffeta, Silk, Pongee and Silk Poplin.

COATS

Made of Velour, Covert Cloth and Sport Coats of various materials.

DRESSES

Of Crepe, de Chine, Taffeta Silk, Silk Poplin and Serge.

REAL ESTATE NOTES

LOCAL BUILDING ACTIVITIES

BUILDING PERMITS FOR THE WEEK

TWO IMPORTANT PERMITS GRANTED THIS WEEK

Among the more important of the permits which were granted at city hall this week included one to the First Church of Christ, Scientist, and the one to alter the Immaculate Conception school. The trustees of the former organization will build a church at the corner of Andover and Nesmith streets at the cost of approximately \$50,000.

The Immaculate Conception school will undergo extensive alterations which will cost about \$1500. A fire escape will be built, the windows will be lowered down to allow for doors at landings and two partitions will be erected to divide one room into two. Many other interior alterations will also take place, including the making of the building fire proof as required by the state regulations.

quired by the state regulations.

Arthur R. Smith will improve the building located at 51 Canton street by an addition to the front of the building over the store to enlarge the floor space on the second and third floors. A piazza and outside stairs will also be built. Interior rearrangement of the rooms of the building will also be made. In the rear will be built a garage of wood, 16 by 20 feet.

The Bay State Cotton corporation will build for their own use a garage in Marginal street which will be of steel. The estimated cost is \$700.

Garages will also be built by Richard Bray and A. J. Gauthier. The latter will also repair the garage which was damaged recently by fire.

Ben Bernard has also applied for a permit to build a garage at 104 White street. The garage will be made of mill wire and hard plaster; he will also change a summer house into a garage.

A piazza will be added to the house located at 91 Forest street, property of Frank G. Merrill. This piazza will be added to the second story of the building and part of a room will be partitioned off for a bath room and pantry. An addition will also be made on an ell for a room on the second floor. Other changes to convert one family dwelling into two five room tenements will be made.

John Pinaroli will erect a metal gar-

age on the premises, 1056 Gorham st. as well as making an addition to store shed at the same number.

Louis Durfee will add to and change a storage shed into a garage of wood with concrete foundation.

Edward J. Robbins of 25 Arch st. will make a wooden addition for a creamery. It will measure 7 by 42 ft., one story in height and will be between two buildings.

REAL ESTATE TRANSACTIONS

For the Week Ending July 27, 1917

LOWELL

Helen C. Butler, et al. to Joseph J. Howe, et al. ux. land and buildings on Noyes street.

Maria McGrath et al. to Patrick Shea et al. ux. land and buildings on Pine Hill st.

Christopher J. McGrath et al. by edn. to Patrick Shea et al. ux. land and buildings on Pine Hill st.

Valerie Loisele to Herve J. Loisele, land and buildings on Lakeview ave.

Mary R. D. Leary et al. to William Fitzpatrick et al. ux. land and buildings.

Eleanor M. Churchill to Thomas P. Lane et al. ux. land and buildings on Pine st.

Ellen Sullivan by coll. to Henry Kelley et al. ux. land and buildings on Superior st.

Stephen O'Halloran et ux. to John J. O'Grady et al. ux. land and buildings on Saratoga st.

Leonard G. Corbett by coll. to Charles Koudovich, land corner Bedford ave. and Pawtucket boulevard.

Alice S. Jay by coll. to George A. Richards, land and building on Barker st.

Susan C. Smart et al. to Willie Hamer et al. ux. land on Belle ave.

Frank A. Hall et al. to Mary E. Boyle et al. ux. land and buildings on So. Walker st.

Joseph R. Beharrell et ux. to Honora Finnegan, land on Harland ave.

Frank E. Harris et ux. to Vasoleto J. Valios, land on Stevens st.

Charles H. Ingrassia et ux. to Robert Davis, land and buildings on Robinson st.

John Julius Nelson et ux. to Sam Aeguth et al. ux. land on Uppham st.

John Habis et ux. to Lambros C. Raptes, land and buildings on Common st.

Lambros C. Raptes et ux. to Athens Sardakos, land and buildings on Common st.

John Q. A. Hubbard et al. by coll. to David Dickson, land on Brook and Tanager st.

Patrick J. Riley's heirs by coll. to David Dickson, land.

Josephine Clement, et al. to Archibald Archambault et al. ux. land on Mt.

Frank L. Weaver Alvah H. Weaver

Roofing Contractors

Office: 46 Traders Bank Building, Lowell, Mass.

WALTER E. GUYETTE

Real Estate Broker and Auctioneer

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MONEY LOANED ON REAL ESTATE

Parties can borrow on either first or second mortgages. Old mortgages water discounted. Heirs or others can have money advanced on undivided estates anywhere.

JOHN BRADY

155 Church St.—Telephone

DRY SLAB WOOD, MILL KINDLING, LOGS, BRUSH, FENCES, HARD WOOD, HARD WOOD BUTTS, HARD WOOD, SOFT WOOD TIMBER, 1 square yard for \$1 and \$2. Loads of Mill Kindlings to be the Best in Lowell.

If not as represented the wood is free.

DEATH BRINGS FORGIVENESS FOR LES DARCY FROM COUNTRYMEN

Australia has forgiven Les Darcy. Death has caused Australian sportsmen to quash their indictment against the world's most unfortunate slacker and grant him a full pardon.

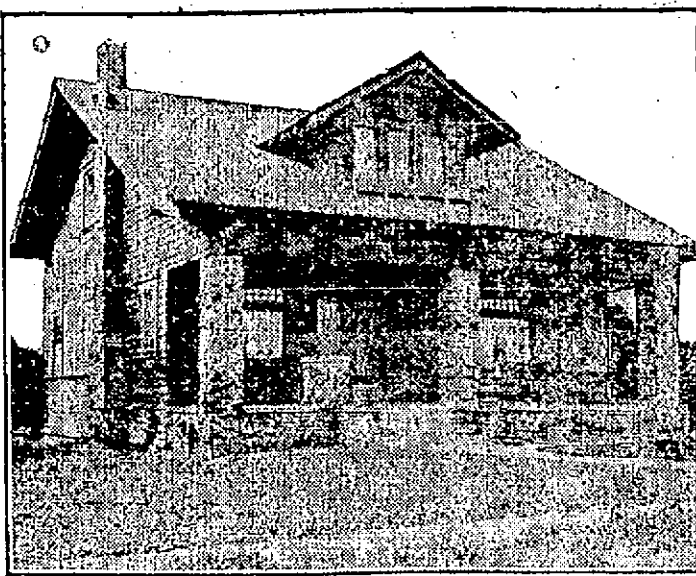
This is the word that comes from Snowy Baker, Australian boxing promoter, who has written friends here that a fund has been started to raise a monument in the memory of the former middleweight champion of the world, who paid so dearly for his mistakes.

"Australians regret deeply that death

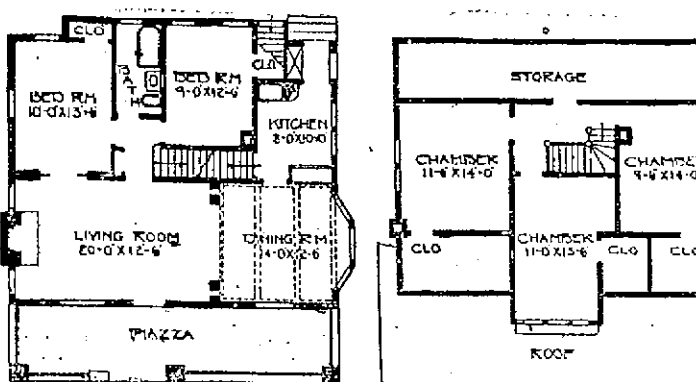
has cut short such a promising career," Baker wrote. "In a recent bout between Jeff Smith and Jimmy Clabby the great audience, which had just learned of Darcy's death, paid its respects to his memory by standing with bowed heads for 10 seconds after the announcer had repeated the details of his death."

A Pittsfield man who planted a war garden alongside a trolley line planted potatoes first, but the quick grass crowded the seed potatoes out of the ground, then he planted squash seeds, but the vines spread over the track and were ruined by the passing cars, and last he tried cabbages, but the woodchucks got them.

TWO STORY BUNGALOW PLAN



PERSPECTIVE VIEW—FROM A PHOTOGRAPH



FIRST FLOOR PLAN

There is a very convenient arrangement on the first floor, consisting of a large living room with a fireplace, a dining room off at one side with beamed ceiling, two fine bedrooms, kitchen and bathroom. Exterior is finished in siding and shingles, stained any color. Interior finish for principal living rooms oak, with oak floors; balance of rooms pine to enamel, with birch floors. Cost to build, exclusive of heating and plumbing, from \$3150 to \$3450. Size—width, 34 feet; depth, 28 feet over main part. First story ceiling, 9 feet; second story, 8 feet. Full basement, ceiling 7 feet.

Washington st. Brown, land and buildings on Mile ave.

Eva A. Fielding et al. to Frederick Law, land and buildings on State st.

Ann Law Est. by admn. to Florence E. Grant, land and buildings on State st.

Florence E. Grant to Frederick Law, land and buildings on State st.

Horace P. Deas et al. to James Brosnan, land on Perry st.

James Brosnan et ux. to Thomas A. Wall, land and buildings on Perry st.

Various Stanzas by mtgce. to Solomon S. Mayberry, land and buildings on Mile ave.

Solomon S. Mayberry to Amasa A. J. L. Douglas C. T. Douglas

J. L. Douglas & Co.

SLATE, GRAVEL, TILE, METAL ROOFING

Agents for "Bee Hive" Brand Roofing Felt. Concrete Paving.

Dealers in Coal Tar, Pitch and all kinds of roofing materials.

TEL. 2546 147 ROCK ST.

Frank E. Anderson et al. to Frank L.

Crosby, land on road from Collinsville to New Boston.

Frank L. Crosby et ux. to Joseph Grondalski et ux. land on road from Collinsville to New Boston.

Christina H. Ford to Edward Gunder et ux. land at Lakeview Gardens.

NEWBURY

James E. Burke et ux. to Clement Deschones, land at Mechanics park annex.

Eugene N. Paterson et ux. to Herman W. Pfeiffer et ux. land and buildings on Robinson ave.

John T. Sawyer et ux. to John Matus, land at Shawheen river park.

WESTFORD

William N. Ambler to George F. White, land and buildings on Grantville road, Main st. and a lane.

Albert D. Taylor et ux. to William R. Carver, land west side Depot st.

WILMINGTON

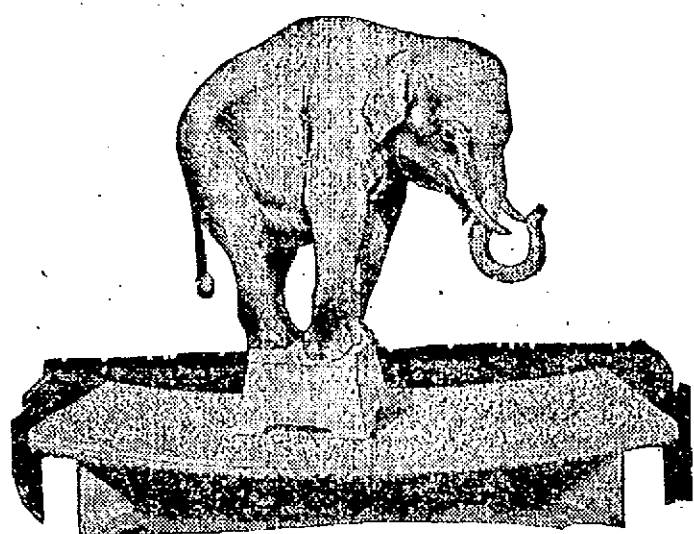
Patrick J. Neo Est. by admn. to Albert E. Pratt et ux. land and buildings on Cottage st.

Harry Hittinger to Clara L. Hittinger, land and buildings on Norfolk ave.

Jacob Waldman et ux. to John Jay Lepper, land corner Winston ave. and Washington road.

Antonio Cerulli et ux. to William W. Stiles, land on Elm st.

John T. Russell et ux. to Elizabeth Torson Higgins, land on road from Woburn to Andover and Woburn st.



Kellastone is an elastic stucco. In a span of 7 feet, it may be deflected more than 2 inches out of line without injury to the material. This quality is possessed by no other kind of stuccoing material and is of the utmost importance as a preventive of cracking by settling strains and vibrations caused by high winds.

KELLASTONE IS THE STRONGEST STUCCO IN EXISTENCE.

For ANY Home

For any home, from a bungalow to a mansion—in fact, for any building, there is no exterior building material so adaptable, so economically durable as time-defying, beautiful, complaint-proof

KELLASTONE

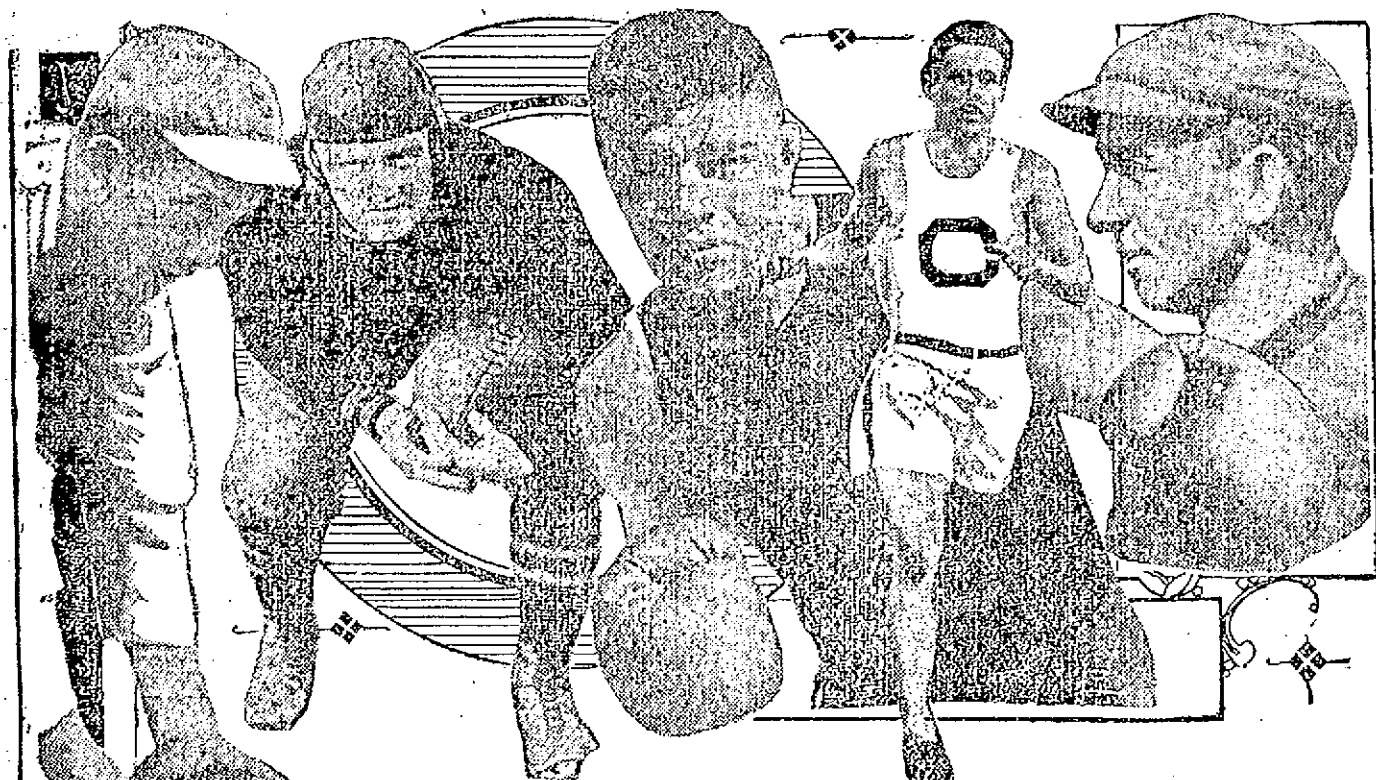
In every climate, on buildings of every type, in factories, schools, hospitals and U. S. Government buildings Kellastone has demonstrated its ability to overcome the defects of other stuccoes and the drawbacks of other exterior building material.

Let us send you our illustrated book, "The Story of Kellastone," which will show you why Kellastone does not crack, check or fall off, how it resists fire, water and weather and the results of changes in temperature. It will be to your profit to know about it.

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1515 MIDDLESEX ST. TELEPHONE 5764

SPORT CHATTER—BEAMS FROM BIG LEAGUE STARS—THE LOCAL DIAMOND—ATHLETES IN THE WAR



Left to right, Maranville, Oliphant, Dillon, Paul Jones, Rudolph.

BANTAMS MAKE GREAT FIGHTERS, SO U. S. WANTS THEM FOR WAR

BY PAUL PURMAN

The war department recently announced it would not object to the formation of "bantam regiments" providing the men included in these units were otherwise physically sound.

The issue was brought before the department by letters from men too small to get into the service under army regulations, who declared they should be given a chance to serve their country and pointed out that many of the greatest fighters were small men.

It is not difficult to find undersized men in Athletics who have been won-

ders in their fields of endeavor. Little men who have outstripped their larger brothers.

Three years ago the Boston Braves won the National League championship and world series. The greatest pitcher of the outfit was Duck Rudolph, a short stubby fellow, who had been thought too small by Metcalf and was not given a chance with the Giants. The shortstop of the club was Hubert Maranville, one of the smallest men in baseball and one of the greatest infielders the game has produced.

Baseball has produced other great "little men." Hoigne Groh is diminutive, Eddie Cloutier is short and stubby, and there are many others.

Boxing has produced many "little champions." Johnny Wise, flyweight champion of the world, probably could win against any of the present-day bantams. Jack Dillon, the little giant, is one of the greatest little men to ever batter his way through the big heavyweight class. Joe Walcott, greatest of welterweights, was a little stubby fellow.

Elmer Oliphant, West Point's great

all-around star, is much smaller than his teammates. Football has produced many great little men. Casey, of Harvard, is a little fellow; Hec Clark, the old Indiana halfback, was short and stubby.

Golf has given us Bob Jones, the boy wonder, and Walter J. Travis. A number of our great distance runners have been little men. John Paul Jones and Norman Taber, two of the greatest millers, were little fellows.

You can store a lot of fight and stamina in a small body. Uncle Sam knows that—no wonder he permits the organization of bantam regiments.

has cut short such a promising career," Baker wrote. "In a recent bout between Jeff Smith and Jimmy Clabby the great audience, which had just learned of Darcy's death, paid its respects to his memory by standing with bowed heads for 10 seconds after the announcer had repeated the details of his death."

A Pittsfield man who planted a war garden alongside a trolley line planted potatoes first, but the quick grass crowded the seed potatoes out of the ground, then he planted squash seeds, but the vines spread over the track and were ruined by the passing cars, and last he tried cabbages, but the woodchucks got them.

While most of the "leading ten" have enlisted in government service the tournament coming just between the time when the present training camps end and the opening of the new ones will give all a chance to compete.

Among those who will be represented in what promises to be one of the greatest of tennis classics are J. Norris Williams, national champion; William M. Johnston, for-

STARS WILL TWINKLE ON COURTS WHEN NATIONAL SINGLES ARE PLAYED

BY PAUL PURMAN

Practically all of the "leading ten" will compete in the national singles tennis tournament which begins at Forest Hills, L. I., Aug. 20th.

Arrangements are already being made for the sale of season tickets, the receipts from which will be turned over to a fund started by the National Tennis association to buy ambulances for services in France. It is believed more than \$10,000 will be realized.

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mer champion; Robert L. Murray, George M. Church, W. M. Shawburn, Karl Behr, Dean Mathey and Ichiro Kumagae, the Japanese champion who ranked sixth among American stars last year.

Williams and Johnston probably will be ruling favorites when the match opens, mainly on account of their performances last year and the year before. Neither has played any important matches, both having been in training camps since spring.

As an added feature there will be a series of five matches between Molla Bjurstedt, national woman champion, and Miss Mary Browne, former

champion; Robert L. Murray, George M. Church, W. M. Shawburn, Karl Behr, Dean Mathey and Ichiro Kumagae, the Japanese champion who ranked sixth among American stars last year.

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As an added feature there will be a series of five matches between Molla Bjurstedt, national woman champion, and Miss Mary Browne, former

champion. These matches will be of particular interest. Miss Browne defeated the Norwegian marvel on the coast this spring and appears to be in the greatest form of her career.

For patriotic reasons prizes will not be awarded.

Being hit 23 times in a season is a brand new kind of baseball record.

It is not believed that even Steve Evans, who wore long sleeves on his baseball shirt to get a hit and draw a base ever was nicked so often in one playing season.

Manager Jack Barry of the Red Sox laughs at those who claim his pitchers have used "the hard ball."

"I don't believe there is a pitcher in the league trying to hit a 'batter,'" Jack declares. "I was hit 23 times last year, but I don't believe I was ever hit intentionally."

Harry beats Jim all as victim of baseball.

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THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor
SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.
Member of the Associated Press

THE IRISH CONVENTION

The Irish convention is being presided over by Sir Horace Plunkett, a man who has shown a keen interest in the progress of Irish industries, but never a very ardent Nationalist. He favored the plan of devolution, so called, under which it was proposed to give Ireland home rule little by little, through local boards and administrative bodies under the Castle government. The Nationalists would not brook such a proposition as a solution of the home rule issue.

Plunkett has been a sort of go-between in Irish National affairs for many years. For that reason, he cannot be said to favor either side. He has been a compromiser from the start. If he succeeds in harmonizing the opposing parties in the convention he will have served well the interests of the country.

It appears that the representative character of the convention will make reasonably sure the adoption of a constitution that will be acceptable to the majority.

Already the South African convention has been brought forward as a model although the measure of self government enjoyed in that colony may not be suitable to Ireland.

The delegates were selected from representative bodies and together they probably represent the intelligence of Ireland much better than any body of delegates who could be elected under the present excited state of public feeling.

There are times and conditions under which a constituency having free suffrage cannot elect men who are thoroughly representative of the people. We have had illustrations of that here in Lowell. Such a condition prevails in Ireland today.

The convention has adjourned till August 5 in order to have information prepared relative to the South African plan of home rule. We surmise that the bill now on the statute book is fully as good and in some respects better than the South African measure.

Should the convention fail, the people can claim that and demand that it be put in operation for all of Ireland.

The fact remains, however, that should the convention fail, the Irish race the world over would have to bear the odium. Ireland would have thrown away the opportunity of achieving her own freedom even as certain Russians are now throwing away the national freedom won by the revolution.

THE COAL SITUATION

The Lowell public is clamoring for coal, more coal. Some residents think this city is being discriminated against in the matter of coal, but this is not a fact. It is well known that many vessels which in past years transported coal along the eastern sea board have been taken off and put into other lines of service.

That makes a difference for cities like Lowell not far from the seashore. At this time, also, vast shipments of coal are sent to the west leaving the shorter hauls to the eastern states to be filled later.

The shipments to Lowell and other cities are based upon the amount of coal used at this time last year, but owing to the speeding up this year, that is not enough.

The production of coal last year was the greatest in the history of the country. For the first six months of this year fully 270,000,000 tons of bituminous coal were produced, an excess of 20,000,000 tons over the output of the same period last year. The railroads this year banded together under the Railroad War Board are doing more effective work than ever before.

This board has some of the best men in the United States at work to save fuel, man power and motive power. For this purpose passenger trains have been eliminated aggregating a total of 16,267,028 miles of train service per year. Every company is held responsible for the quick loading and unloading of cars. An agreement has also been made whereby all shippers of sidewater bituminous coal now pool their coal at the ports of New York, Philadelphia, Baltimore and Hampton Roads. This will enable them to handle about 7,000,000 tons more than last year.

The improved system has resulted in greater efficiency representing the addition of 126,000 new cars to the roads engaged. The New Haven road, it is proper to say, is doing as good work as any included in the Railroad War Board.

It appears, therefore, that there is no reason to apprehend a scarcity of coal. The quantity is abundant and the transportation better than last year. Some congestion on railroads may occur when troops begin to move but that will be well along in the fall.

FOOD CONTROL

The food controller in England has adopted a plan by which the people will be protected against high prices and food grafters imprisoned. England's elastic constitution enables her to fix prices arbitrarily, something which under our constitution cannot be done. It is doubtful if even congress can carry out its proposition to fix a minimum price of wheat. It will be remembered how, when it was proposed to embody in the food bill a provision for seizing the property of distillers and paying them a cer-

They Do Say

That the gypsies are at it again.
That it was a draft long drawn out.
That even a hot day does not justify profanity.
That Battery F got an early start at any rate.
That many people know what a capsize is now.
That almost any girl looks pretty in a white dress.
That for bitterness the war capsule was no exception.
That the bathing suits at Old Orchard are all right.
That apparently the jitney owners have friends in Lowell.
That the public market opened auspiciously this morning.
That we do not envy the exemption board members their work.
That there are worthless husbands in and out of police court.
That Lowell will have some wonderful sidewalks—eventually.
That the exemption boards will soon have their hands full.
That the cellar and Palm Beach suits are cool these hot days.
That the six-cent fare is gradually becoming a matter of fact affair.
That the rain looked like snow from the tenth story Friday afternoon.
That it is the consensus of opinion that the census has been censured.
That once again the Lowell fire department saved a house in Dracont.
That the Boy Scout farm is deserving of all the good things said about it.
That judging by some of the local streets oil must be cheap and plentiful.
That it is better to overcome the heat than to let the heat overcome you.
That some people are reducing the high cost of living by starving their cats.
That a person who assaults a police officer generally comes out second best.
That many are glad to hear that there will not be a second draft this year.
That the milkman might well be termed the autocrat of the breakfast table.

ANNOUNCEMENT

To My Many Patrons:
NO INCREASE AT OUR SHOP
Hair Cutting 25c
Nine First Class Barbers
NO WAITING
Chas. H. Burns
65 CENTRAL STREET
Telephone 804

ARTHUR L. ENO

ATTORNEY AND COUNSELLOR AT LAW
219 Hildreth Bldg. 45 Merr'k St.

Lowell Municipal Market

GROWERS OF FRUIT AND VEGETABLES, DEALERS AND CONSUMERS, should co-operate in supporting the PUBLIC MARKET which will be opened in Anne street Saturday morning, in accordance with the laws of the state of Massachusetts and the request of the United States government.
REGULAR MARKET DAYS SATURDAYS AND WEDNESDAYS

PATENTS

Books, Advice and List of Inventions Wanted } FREE
Highest references. Best results. Promptness assured
WATSON E. COLEMAN
PATENT LAWYER
624 F Street, N.W. Washington, D.C.

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To your departed ones and have us do the work. You'll be perfectly satisfied. Send for our catalogue of designs. Tel. 555.
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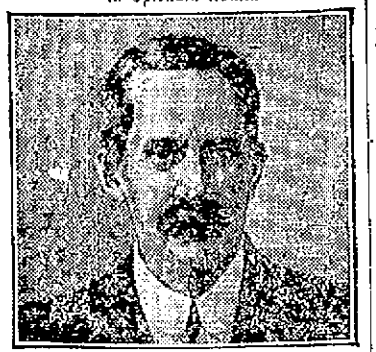
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Call At Our Office
THE LOWELL ELECTRIC LIGHT CORP.
29-31 MARKET STREET

WHOLE FAMILY USES THEM

"Fruit-a-lives" Keeps Young And Old In Splendid Health



J. W. HAMMOND, Esq.

SCOTLAND, Aug. 25th, 1913
"Fruit-a-lives" are the only pills manufactured, to my way of thinking. They work completely, no gripping whatever, and are as plenty for any ordinary person as a dose. My wife was a martyr to Constipation. We tried everything on the calendar without satisfaction, and spent large sums of money until we happened on "Fruit-a-lives". I cannot say too much in their favor.
We have used them in the family for about two years and we would not use anything else as long as we can get "Fruit-a-lives". J. W. HAMMOND.
Those who have been relieved by "Fruit-a-lives" are proud and happy to tell a sick or ailing friend about these wonderful tablets made from fruit juices. "Fruit-a-lives", the celebrated fruit medicine, has relieved more sufferers from Stomach, Liver, Bowel, Kidney and Skin Troubles, than any other medicine ever discovered.
50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent on receipt of price by Fruit-a-lives Limited, Ogdensburg, New York.

That the true test of bravery is to be unafraid of saying that you are afraid.
That the jitney drivers were very much in evidence in police court Thursday.

That a jitney will never be able to charge six cents and still retain its name.

That pretty soon the state guard will be the only military force left in Lowell.

That a local lawyer, fearful that he will be drafted, is trying to sell his automobile.

That a good swim is an excellent tonic for irritable tempers this time of the year.

That the ladies' day to be given by Lowell lodge of Elks will be one grand affair.

That boys who climb fruit trees should be careful not to venture out on rotten limbs.

That the batteries for today, India and gentlemen, are O for Lawrence and F for Lowell.

That as the conflict draws near the recruiting offices are gradually reducing their forces.

That the "gents" around town wearing purple neckties are not all members of the Elks.

That those who live in the centre of the city find it very difficult to sleep these warm nights.

That the war is costing England \$33,075,000 a day and we have to pay a nickel extra for a shine.

That Patrick Keegan is not in the least superstitious, for he asked for license No. 13 for his jitney.

That many people have been suffering from cramps from eating cucumbers this warm weather.

That the police officers much wish that uniforms were made after the Palm beach style this weather.

That the store clerks have but little complaint to make on the weather conditions Thursday afternoons.

That the newspapers got more "numbers" the last part of last week than Central gets in a month.

That ice cream sodas are going up in Boston. And this just the season when they are usually going down.

That one of the surest bets we know of is that there will be an auto accident in Lowell within 48 hours.

That some enterprising phonograph dealer should have made a record of the jitney hearing Tuesday evening.

That the man at the top of the flagpole of The Sun building Wednesday attracted considerable attention.

That it wouldn't be surprising if some of our local Napoleons crossed the Alps before the present war is over.

That those who eat sparingly during the hot weather feel more comfortable than those who eat hearty meals.

That if we could only conserve this superfluous heat we would not have to worry over next winter's coal supply.

That soldiers who shake their uniforms in order to secure drink are liable to get in bad with the military authorities.

That as usual the annual outing at the Knight of Columbus grounds Thursday afternoon proved to be a great success.

That the public market and the home economics commission should help to push Lowell in the front rank of progressiveness.

That Patrolmen McCann and Rynne, being all-round athletes, will be the right men in the right place at the swimming pool.

That the electrical storm which broke over Lowell yesterday afternoon was one of the worst that has visited Lowell for years.

That a young lawyer in the Hildreth building is trying to make weight in order to join the officers' reserve corps at Plattsburg.

That the youngsters throughout the city certainly enjoy themselves when the firemen start waxing down the streets in the congested districts.

That owing to the high cost of shaving, barbers will greatly please their customers by omitting, from their bill of fare onions and garlic.

That the number of southern and western automobilists passing through this city on their way to the White Mountains is very large at the present time.

That even a police officer on the witness stand finds it difficult to remember if the moon was shining some night during the early part of the month.

That Lawyer Charles A. Donahue has become very fond of writing political epigrams, one of which he has dedicated to Sgt. George Toye a brother lawyer.

That it would be extremely convenient if some beneficent genius would invent a gratuitous sidewalk that could be made in the factory and laid wherever it was needed.

REPORT OF BIRTHS

- 3-To Mr. and Mrs. John Quintal, of 17 Deane st., a son.
- 4-To Mr. and Mrs. Cecelia Pappas of 24 Prince st., a son.
- 5-To Mr. and Mrs. Frank Cogger of 57 Crosby st., a daughter.
- 12-To Mr. and Mrs. John Sankarwal, of 17 Railroad st., a daughter.
- 13-To Mr. and Mrs. Cornelius E. Harrington, of 531 Fletcher st., a son.
- 14-To Mr. and Mrs. Alexander F. Mack of 104 Worthen st., a daughter.
- 14-To Mr. and Mrs. Charles F. Dempsey of 44 Broadway, a son.
- 15-To Mr. and Mrs. Michael Flanagan of 30 North st., a daughter.
- 15-To Mr. and Mrs. Robert W. Burns of 73 Northborough st., a son.
- 16-To Mr. and Mrs. Peter Drago of 437 Adams st., a daughter.
- 16-To Mr. and Mrs. Emmanuel Maltz of 112 Lewis st., a daughter.
- 16-To Mr. and Mrs. William Henry of 3 Branch place, a son.
- 17-To Mr. and Mrs. George Dow of 374 High st., a daughter.
- 17-To Mr. and Mrs. Norman Bellecourt of 3 Common st., a son.
- 17-To Mr. and Mrs. Eugene Trudel of 5 Alden st., a daughter.
- 18-To Mr. and Mrs. Joseph Rayball of 30 Wamost st., a son.
- 18-To Mr. and Mrs. William H. Shay of 22 Exeter st., a daughter.
- 18-To Mr. and Mrs. John Franklin of 150 Tremont st., a son.
- 19-To Mr. and Mrs. Arthur Piche of 44 Alden st., a daughter.
- 19-To Mr. and Mrs. Albert J. Ford of 222 High st., a daughter.
- 19-To Mr. and Mrs. George Bellemare of 81 Alden st., a son.
- 20-To Mr. and Mrs. Jan Krowkas of 71 Front st., a son.
- 20-To Mr. and Mrs. Stanley Garbowsky of 606 Market st., a son.
- 20-To Mr. and Mrs. Rosario Roberge of 285 Cheever st., a daughter.
- 20-To Mr. and Mrs. Simon Myers of 33 Lakewood ave., a daughter.
- 20-To Mr. and Mrs. Alfred M. Silva of 35 Prince st., a daughter.
- 20-To Mr. and Mrs. Napoleon Lavallee of 30 Tremont st., a son.
- 21-To Mr. and Mrs. James F. Wells of 212 Fletcher st., a son.
- 21-To Mr. and Mrs. John H. Pelouquin of 124 Lakewood ave., a son.
- 21-To Mr. and Mrs. James Jones of 33 White st., a daughter.
- 21-To Mr. and Mrs. Jules Rochette of 55 Roper st., a daughter.
- 21-To Mr. and Mrs. Thomas Houmard of 31 Ward st., a son.
- 22-To Mr. and Mrs. Ernest Aubin of 18 Little street, a daughter.
- 22-To Mr. and Mrs. John McCaffrey of 25 Perrin st., a son.
- 22-To Mr. and Mrs. John Gomes of 265 Charles st., a daughter.
- 22-To Mr. and Mrs. Francisco E. Abad of 63 Hanover st., a daughter.
- 22-To Mr. and Mrs. William F. Chaplin of 17 Irving ave., a son.
- 22-To Mr. and Mrs. Michael Spellissey of 114 Chapel st., a son.
- 23-To Mr. and Mrs. Arthur Gagne of 114 Chapel st., a son.

NOTICE

Dr. C. J. B. O'Brien has moved from 757 Merrimack St. to 710 Merrimack St.

A Special Sale of FINE SHOES

There are no job lots in this sale. Every pair is from our own stock; fresh, clean, stylish and serviceable.

LOT ONE

In this collection are offered tan and black vici kid, tan and Russia, velour calf, gun metal, mahogany and the new koko brown shade, all from \$7, \$6.50 and \$6 lots, now

\$4.95

LOT TWO

Tan and black vici kid, tan and black Russia, velour calf, gun metal, also tan and black Oxfords, with rubber soles. Sold for \$5.50, \$5.00 and \$4.50, now

\$3.75

LOT THREE

Black and tan Oxfords, in velour calf, gun metal, tan and Russia leathers, also black and tan rubber sole Oxfords. Sold for \$4.00 and \$3.50, now

\$2.85

Putnam & Son Co.

166 CENTRAL STREET

- | | |
|---|--|
| 3 First st., a daughter. | 25-To Mr. and Mrs. Simon Lemkin of 82 Shaw st., a son. |
| To Mr. and Mrs. Frank Krageval of 45 West L st., a son. | To Mr. and Mrs. Redmond Burns of 11 Mill st., a son. |
| To Mr. and Mrs. Kostas Dakos of 50 Dunmer st., a daughter. | To Mr. and Mrs. Ernest Bergeron of 2 Endicott st., a son and a daughter (twins). |
| To Mr. and Mrs. Kostas Mpanos of 57 Jefferson st., a daughter. | 25-To Mr. and Mrs. Wladyslaw Gac-sitz of 13 Winter st., a son. |
| To Mr. and Mrs. Gregorios Spiridopoulos of 108 Suffolk st., a daughter. | To Mr. and Mrs. Thomas H. Mann of 5 Davis terrace, a daughter. |
| To Mr. and Mrs. William Doyle of 104 Bridge st., a son. | To Mr. and Mrs. Onesimo Rochette of 9 Pawtucket st., a daughter. |
| 24-To Mr. and Mrs. Michael Kaslow of 134 Middlesex st., a son. | To Mr. and Mrs. Ethimos Ziavros of 110 Lewis st., a son. |
| To Mr. and Mrs. Edward Richard of 67 Mammok road, a son. | 26-To Mr. and Mrs. Harry Crossley of 48 Jeness st., a son. |
| To Mr. and Mrs. John Liel of 17 Cadby st., a daughter. | To Mr. and Mrs. Odillon Beland of 199 Hall st., a daughter. |
| To Mr. and Mrs. Francis Govea of 1 Molloy's court, a son. | |

BY J. E. CONANT & CO. Auctioneers
OFFICE—LOWELL, MASSACHUSETTS

THE CLARK ESTATE—CLARK ROAD

Heirs' sale of the Joshua Clark Estate numbered 107 Clark Road—the fourth house from Andover street on the westerly side. The estate has been more recently the home of the late Mary A. Clark—and in the midst of some of the most attractive residential improvements that have taken place in the city of Lowell within a decade. In the ten years that have passed the residences of Messrs. Robert F. Marden, F. E. Nelson, Herbert A. Wright, John W. Robinson, William A. Mitchell, James H. Leighton, Mrs. Joseph Boardman, and Miss Elizabeth Mitchell have been established about the Clark estate—and directly beyond said estate on the same side of the street are two very attractive large homes in the process of construction by Edward W. Trull that are now approaching completion. The Andover street line of trolley cars is within five minutes comfortable and actual walk of the premises—it is hardly ten minutes' ride by trolley car from the corner of Andover street and Clark Road to Merrimack Square, and it is only a matter of seven or eight minutes over macadamized roadway and smooth paving by automobile to downtown business locations. Andover Street is one of the best outlets from Lowell and Clark Road has developed a more uniform type and character of residence than any other section of the City—the garden spots here are fast deservedly acquiring fame. The immediate view from the premises west is hard to emphasize—and from the second floor of the house the New Hampshire mountains are in plain view; the immediate neighborhood is noticeable for its wideness and aspect of health and wholesomeness which abound here—and these cannot be part and parcel of a residence in the heart of the city. There are few homes in Lowell that possess four so beautiful and mature shade trees as the row of trees comprising the three majestic elms and the one Linden now standing upon the premises between the house and the street—and one of these trees is at least 30 years of age. The house is of the type of 100 years ago; is exceedingly comfortable, is very roomy, is of a most substantial character, is in the pink of condition inside—and this is not in criticism of the condition of the outside. As illustrative, there are six chambers and a modern bathroom on the second floor, five open fireplaces—upstairs and down; the house faces the south, and has a very pretty porch entrance at this end which opens into an old-fashioned entry and stairway leading to the second floor; the main entrance to the house as now used, opens from the piazza on the Clark Road side. The land is an exceptional plot—because of its size and what it stands for; while the frontage on Clark Road is 116 feet, yet this by no means tells the story of the land, for the simple reason that there are some two and one-half acres of it and one line extends back considerably more than 600 feet. The land in the rear is perhaps as good garden soil as there is hereabouts, and until comparatively recent times was highly cultivated yearly. There are several fruit trees, and the area between the house and the street is laid down to lawn and driveway. Practically every window in the house is fitted with modern shade and fixture—and all screens and screen doors within the house are also included therewith.

HOUSEHOLD EFFECTS

Immediately following the sale of the real estate will be sold the household effects—in lots to suit purchasers. Among these are two antique mahogany folding or wall tables, two antique mahogany secretaries, two antique teapots, four antique chairs, two antique candlesticks, two fireplace sets, etc., etc.

DATE OF SALE

The sale will take place on Tuesday, the 31st day of July, 1917, upon the premises, regardless of any condition of the weather, commencing promptly at half past two o'clock in the afternoon, with the real estate; the sale of the household effects to follow immediately, without any intermission whatever. The purchaser of the real estate must deposit with or satisfactorily secure to the auctioneers \$750 just as soon as it is struck off. The household effects will be sold for cash at the sale. The highest bona fide bidder to be the absolute purchaser in each and every instance—whether it be for realty or personally.

The premises will be thrown open for public exhibition and inspection from the Saturday morning next before the day of sale—and therefrom daily up to the hour of sale. All inquiries of any kind must be made at the office of the auctioneers.

JAMES J. KERWIN, Attorney.

JOHN M. FARRELL Auctioneer
OFFICE, 162 MARKET ST., LOWELL, MASS.

Auction Sale, Tuesday, July 31st, at 3 P. M.
BUILDINGS TO BE REMOVED

I shall sell at public auction two cottage houses, No. 266 Salem street and No. 255 in the rear of Salem street, on Gage court. The buildings are in good condition. This is an opportunity for any person owning land nearby. Come and look them over. JOHN M. FARRELL in charge.